

Intimations.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

TWILIGHT, British barque, Capt. Dalargy.
Jardine, Matheson & Co.
NIMROD, British barque, Capt. Clark—Captain.

ANNIE S. HALL, American 3-m. schooner, Capt. Chas. H. Nelson.—Douglas LaPraik & Co.

ABERLEIGH, British barque, Capt. Nicoll.
Jardine, Matheson & Co.

BERTHOVEN, German barque, Captain R. Hays.—Molchens & Co.

VISCOUNT MACDOFF, British 3-m. sch'ner, Capt. Wm. Wright.—Borneo Co., Limited.

CRATERION, American ship, Captain W. Lull.—Stemson & Co.

WOODVILLE, British barque, Captain Nielsen.—Wm. Pastau & Co.

ALPHINGTON, British barque, Captain G. Cunningham.—Wieler & Co.

LOUISA, German 3-m. schooner, Captain Schlerloch.—Eduard Scheilhaus & Co.

To-day's Advertisements.

FOR SHANGHAI.

The Steamship
"GLENARTNEY,"
Capt. GULLAND, will be de-
spatched as above TO-MOR-
ROW, the 18th instant, at 4 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, September 17, 1877. se18

FOR SWATOW, AMOY & FOCHOW.

The Steamship
"YESSO,"
Capt. S. Ashton, will be de-
spatched for the above Ports
on WEDNESDAY, the 19th instant,
at Noon, instead of as previously advertised.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
Agents.

Hongkong, September 17, 1877. se18

FOR SAIGON.

The Steamship
"GOLDEN HORN,"
Captain GEORGE ALTON, will be
despatched for the above Port
on THURSDAY, the 20th instant, at
8 p.m., instead of as previously notified.
For Freight or Passage, apply to
A. E. YON,
Charterer.

Hongkong, September 17, 1877. se20

FOR COOKTOWN AND SYDNEY.

The British Steamer
"CHINKIANG,"
Capt. W. Ose, will have im-
mediate despatch as above.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, September 17, 1877.

FOR YOKOHAMA & HIOGO.

The British Steamer
"STADTHAAR,"
will have immediate despatch
as above.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, September 17, 1877.

FROM LONDON AND SINGAPORE.

THE Steamship "STADTHAAR" having
arrived, Consignees of Cargo are hereby
informed that their Goods are being landed
at their risk by the Undersigned into their
Godowns, whence and/or from the Wharf
or Boats delivery may be obtained.
Option! Goods will be forwarded to
Japan, unless notice to the contrary is
given before Noon To-day.

Cargo remaining undelivered after the
24th instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, September 17, 1877. se20

FROM LONDON AND SINGAPORE.

THE S. S. "Glenartney" having arrived,
Consignees of Cargo are hereby in-
formed that their Goods are being landed
at their risk and stored in the Godowns of
the Undersigned, whence and/or from the Wharf
or Boats delivery may be obtained.
Option! Goods will be forwarded to
Shanghai, unless notice to the contrary is
given before Noon To-day.

Cargo remaining undelivered after the
22nd instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, September 17, 1877. se24

DE SOUZA & Co's

DATE BOOK FOR 1878,
CONTAINING
ENGLISH & CHINESE DATES, &c.
IS NOW READY.
Price, 70 Cents.
A liberal allowance will be made for 10
or more Copies.
Hongkong, September 17, 1877. ocl

TEN DOLLARS REWARD

Will be paid to the Person who finds
Two Thin GOLD RINGS, (of no
value to any one but the Owner), and Re-
turns them to the Comptroller of DOUGLAS
LAPRAIK & Co.
Hongkong, September 17, 1877.

THE HONGKONG HOTEL

TENDERS are invited for a LEASE of
the HONGKONG HOTEL, the pre-
sent five-yearly Lease expiring on the 31st
August, 1878. SEALED TENDERS to be
sent in on or before the 31st March,
1878, to the Secretary of the HONGKONG
HOTEL COMPANY, LIMITED, who will supply
any information required.
By Order of the Directors,
LOUIS HAUSCHILD,
Secretary.

Hongkong, September 18, 1877. spt

SHIPPING.

ARRIVALS.

Sept. 16, Volga, French steamer, 1003
Rolland, Yokohama Sept. 7, Mail and
General.—Messageries Maritimes.

Sept. 16, Strathgairn, British steamer,
1299, Cassa, London July 24, via ports of
call, and Singapore Sept. 9, General—
Gibb, Livingstone & Co.

Sept. 16, China, German steamer, 448

J. O. Ackermann, Shanghai Sept. 12, Gen-
eral.—Simsen & Co.

Sept. 16, Glenartney, British steamer,
1371, W. A. Gulland, London Aug. 8, via
ports of call, and Singapore Sept. 10, Gen-
eral.—Jardine, Matheson & Co.

Sept. 16, Lee Yuen, Chinese steamer,
from Canton.

Sept. 17, Chinkiang, British steamer,
738, S. M. Orr, Newcastle (N.S.W.) via
Bangkok Sept. 10, 8 a.m., Rice.—Gibb,
Livingstone & Co.

DEPARTURES.

Sept. 16, A. S. Davis, for San Francisco.

16, Danube, for Bangkok.

16, Tigre, for Marseilles, &c.

16, Mikado, for Newchwang.

16, China, for Canton.

16, Yangtze, for Shanghai.

16, Edinburgh Castle, for Newchwang.

17, U.S.S. Kearsarge, for Boston, via
Singapore and Suez.

17, H.M.S. Moorhen, for the North.

17, Norma, for Swatow.

17, Lee Yuen, for Shanghai.

CLEARED.

Christina A. P., for Callao.

Ionian, for Newchwang.

Kata Waters, for Newchwang.

Beethoven, for Newchwang.

Thos. Fletcher, for Newchwang.

Jylland, for Tientsin.

PASSENGERS.

ARRIVED.

Per Volga, from Yokohama: for Hong-
kong, Messrs Dombel, Oler, R. B.
Carnegie, Raymond, E. Martin, and Nioke;
for Singapore, Prince de Montenuovo,
Prince de Montenstein, Revd. Mr. Vigorini
and servant; for Marseilles, Messrs Du-
pout, C. Owen, and C. Lyons.

Per Strathgairn, from London, &c., Mr
L. Marks, and 12 Chinese.

Per China, from Shanghai, Captains T.
K. Mooney and Cadwallader, 2 Europeans,
and 20 Chinese deck.

Per Glenartney, from Straits, 240 Chi-
nese.

Per Chinkiang, from Bangkok, 5 Chinese.

DEPARTED.

Per Tigre, for Singapore, 4 Chinese; for
Marseilles, Mr and Mrs Mackenzie, Mrs
Thomson, and 2 children and amah, Mrs
Castillo and 2 children, Messrs Selber,
and Farrell.—From Shanghai: for Singapore,
Miss M. Rice; for Marseilles, Mrs J. H.
Schmid and children, Messrs F. Green,
and J. H. Hall; and through passengers
from Yokohama.

Per Norma, for Swatow, Capt. Tucker,
and 31 Chinese.

Per Danube, for Bangkok, 282 Chinese.

Per Yangtze, for Shanghai, 6 Europeans,
and 80 Chinese.

Per Lee Yuen, for Shanghai, 35 Chinese.

To DEPART.

Per Thos. Fletcher, for Newchwang, 1
Chinese.

SHIPPING REPORTS.

The French steamer Volga reports:
Leaving Yokohama had strong winds and
rough weather to V. N. Dismant's Straits,
near which the engines broke down, and
were detained several hours repairing
damage. Remainder of passage had fine
weather.

The British steamer Strathgairn reports:
Had strong winds leaving Channel, and re-
mainder of passage had moderate variable
winds with generally fine weather.

The German steamer China reports:
First part of passage strong westerly winds
with rain and very heavy head sea to
Turnabout; from thence to port had light
southerly winds and fine weather. Passed
S. S. Yangtze off Nine Pins.

The British steamer Glenartney reports:
Down the Channel had a strong S.W.
breeze. In the Straits of Malacca had
heavy thunder-storms. Remainder of
passage fine weather.

The British steamer Chinkiang reports:
Had light winds and fine weather through-
out the passage. Passed S. S. Copenhagen
bound to Bangkok on the 10th, and the
Danube on the 16th. Steamers in Bang-
kok.—Penedo, Vintara Abbey, Rajah
Brooks, Rajanattianukar, Java, and the
Ban-Yon-Sin.

Charters Effected.

Danish bark Assens, 256, Newchwang to
Hongkong, 25 cents per picul, if to Wham-
poa 27 cents, 18 lay days.

British bark May Queen, 472, New-
chwang to Hongkong, 23 cents per picul,
25 lay days.

British bark Ionian, 878, Newchwang
to Hongkong, 23 cents per picul, 25 lay
days.

British ship Golden Spur, 656, New-
chwang and Chefoo to Whampoa, 20 cents
per picul, 30 lay days.

American bark Thomas Fletcher, 645,
Newchwang to Swatow, 23 cents per picul,
25 lay days.

British bark Glenfruin, 472, Newchwang
to Swatow, 24 cents per picul, 27 lay days.

CARGO.

Per S. S. Tigre, sailed 15th September,
1877.—For Continent, 1,931 bales Silk,
27 bales Waste Silk, 20 bales Cocoons, 2
cases Silks, 183 boxes Tea, and 850 pkgs.
Sundries. For London, 847 bales Silk,
19 cases Silks, 177 chests, 559 half-chests,
10,668 boxes and 808 pkgs. Tea, 8 cases
Treasures (\$48,500), and 187 pkgs. Sundries.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SHANGHAI.—
Per GLENARTNEY, at 3.30 p.m. To-
morrow, the 18th inst.

For SAIGON.—
Per FERNETOWER, at 5 p.m. To-mor-
row, the 18th inst., instead of as
previously notified.

For SWATOW, AMOY & FOCHOW.—
Per YESSO, at 11.30 a.m., on Wednes-
day, the 19th inst., instead of as
previously notified.

For MANILA.—
Per ESMERALDA, at 11.30 a.m., on
Wednesday, the 19th inst.

For SAIGON.—
Per GOLDEN HORN, at 5 p.m., on
Thursday, the 20th inst.

MAILS BY THE UNITED STATES PACIFIC.

The United States Mail Packet CITY OF
YOKO will be despatched on THURSDAY,
the 20th instant, with Mails for
Japan, San Francisco, and the United
States, which will be closed as follows:
Instead of as previously notified:—

11 a.m. Registry of Letters closes.

11.30 a.m. Post-Office closes.

MAILS BY THE SWEDISH PACIFIC.

The English Contract Packet LOMBARDY
will be despatched with the Mails for
Europe, &c., on SATURDAY, the
22nd September.

MEMOS. FOR TO-MORROW.

Shipping.

4 p.m.—Glenartney leaves for Shanghai.

THE

HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS
OF
DRUGGISTS' Sundries, NURSERY REQUI-
SITES, TOILET REQUISITES, FRAGRANCES,
AMERICAN, AND FOREIGN PATENT
MEDICINES.

MANUFACTURERS

OF
Soda Water, Lemonade, Tonic Water,
Gingerade, Focosa Water, Sarsaparilla
Water, and other Aerated Waters.
The Manufacturing is under direct and
continuous European Supervision.
Hongkong, June 1, 1876.

The publication of this issue commenced
at 3.25 p.m.

DEATHS.

On the 8th September, at 6, Miller Road,
Hongkong, WILLIAM JEFFREY, the beloved
Son of William and Emily Stuart. Aged,
20 months and 5 days.

At Shanghai, on the 10th instant, JAMES
GRIFFIN, of New Haven, Conn., U.S.A.

THE CHINA MAIL.

HONGKONG, MONDAY, SEPT. 17, 1877.

The fighting in and around Plevna affords
a striking illustration of offensive and
defensive warfare. The town (situated
in an excellent strategic position) and
the surrounding country are exceptionally
well adapted for defensive purposes, and
the whole place is of vast importance to
the Turks; so much so, indeed, that its
acquisition by the Russians would more
than compensate them for their recent
reverses. Plevna is situated on high
ground, 406 feet above the level of
the sea, on the right of the river Vid,
and about four miles from that river,
and is at the junction of two roads,
one leading to Sophia, the other to Wil-
din. Along these two roads the rein-
forcements for the Turks keep advancing.
And with Plevna in their possession,
their left flank is thus secured, and all
communication to their rear kept open.

Follow these roads, and it is easy to
see how important a part the occupation
of Plevna plays in this campaign. Rein-
forcements for the left of the Turkish
army can be sent by rail from Constanc-
tinople via Adrianople and Philippopolis
as far as Belova, a few miles beyond
Philippopolis, thence they proceed by a
good road in a direct line to Sophia, and
on to Nissa. From Sophia an equally good
road branches off and leads to Plevna,
while from Nissa another good road leads
to Widdin. Thus the Turks can rein-
force with both facility and rapidity the
whole of their left flank, and without
any danger from an attack from their
enemy. So important an advantage
seldom falls to the lot of an army. Now
Plevna, situated as it is, is of overwhelm-
ing importance to the Turks. Provided
they are enabled to hold their position
in the face of the overwhelming numbers
that are sure to be brought against
them, they will be long have con-
centrated about that place an army capable
of advancing and taking the offensive.
Such a step would be the crowning effort
of the Turks, and if the Russians have
to retire, it will be merely to endeavour
to beat an orderly retreat, and cover the
reverses of their remaining forces. The
Turkish General has availed himself of
the great gift nature had bestowed (in
a military point of view) on this part
of the country. Plevna has been en-
trenched. The batteries of artillery are
secured as far as art can make them
against their enemy's fire, not a Turkish
battery but is protected by earthworks,
and connecting lines of entrenchments
for their infantry form a prolonged semi-
circle around Plevna, both flanks resting
on the river Vid, thus securing themselves
from a flank attack. It must not be sup-
posed that their defensive operations rest
there; in front of this line of entrench-
ments and perhaps some hundred yards
in advance, will be found another line,
and again in a still more advanced po-
sition, yet another; and the Turks, driven
out of one line of entrenchments, fall
back on their second, and their retreat
if necessary is one continued opposition
of hand-to-hand conflict. And yet an-
other means of defence is obtained, the
several hills in advance of these con-
tinuous lines are turned to account, and
what was a few hours before an ordi-
nary hill, now bristles with cannon,
and a strong redoubt presents itself to
an advancing enemy. These redoubts
are so constructed as to protect one an-
other, and when one falls into the hands
of the enemy, it is enfladed by the fire
of its neighbors. Thus a vast extent of
country is covered by this means of
defence, and the enemy is compelled to
attack in great numbers, and as these
positions have to be taken by assault,
the loss of the assailants is far greater
in proportion than those acting on the
defensive.

Such is the position now held by the
Turks. The detached redoubts are cover-
ing an extent of country perhaps miles in
breadth, the ground is again strengthened
by rifle pits, from which skirmishers are
harassing the advance of an enemy with-
out exposing themselves—these skir-
mishers where necessary fall back on the
front line of entrenchments, and both
infantry and guns play away on the

advancing enemy, exposed to their
steady and murderous fire, for the know-
ledge that they are in comparative se-
curity enables troops to keep up a steady
fire, without a superfluous waste of
ammunition. The enemy may advance
and enter their trenches—then takes
place a deadly hand-to-hand encounter,
no quarter, few indeed wounded, for
more dead than wounded are found after
such fighting. Driven out of their first
line of defence the defenders retire under
cover of their guns to their second line,
more rifle pits are met with, and the
enemy are reduced by half before they
can charge the second line. Reinforce-
ments arrive, but are they in sufficient
numbers? Can so vast a force as is
required to drive such determined troops
from so splendid a position be spared
from an army already feeling the want
of fresh troops? And no doubt the
attacking General may be heard to say,
"When will they come?" The Russian
General perhaps knows that there are no
more to come, at least at present. Such
is the position of the two armies before
Plevna. The Russian General knows
that Plevna once in his possession he
effectually bars all attacks of the Turks
against his right flank, and thus saves
those men of his army now at Timova
and in the Schipka Pass. That point
gained, reinforcements for the Turks
could not unite when advancing from
Widdin and Sophia; he could attack
separately with overwhelming numbers,
first those from Widdin and then those
from Sophia or vice versa. The Russian
General would sacrifice many men to do
this, but this herculean task must be
accomplished at once to protect any Rus-
sian retreat that may be necessitated.
The Turks will assuredly do their utmost
to prevent the Russians from wintering
in Bulgaria, and a retreat may be forced
upon the Russians, or considered ad-
visable by them at any moment. Sat-
urday's telegram inform us that four
redoubts are in the hands of the Rus-
sians, that they have had 5,000 wounded
and lost three Generals. The telegram
is an extremely guarded one, and it is
possible that the Czar may consider a
few such victories as ruinous to the
Russian cause. The questions are:—
How is it the number of killed is not
ascertained? How far are the Russians
from their enemy's main force? At how
many killed and wounded have they
estimated the loss of their enemy? Are
they still advancing? And are reinforce-
ments coming up? The capture of four
redoubts is unquestionably no small
achievement provided they are of strategic
importance. They might command the
positions of the enemy for some distance.
Had such been the case, however, one is
almost inclined to believe the informa-
tion would have been less conflicting,
and a better idea might have been formed
of the success gained. Then comes a
serious question.—Can the Russians
afford to lose such numbers in merely
attacking the advance line of works?
What will be their loss when opposed to
the main force? Should the Commander
of the Turkish forces, Osman Pasha,
successfully oppose all advance of the
Russians, and when he sees that they
are paralyzed by these herculean attempts
to drive him out of his entrenchments,
and become demoralized as they would
be after repeated failures and such heavy
loss, attack them, a rout such as has never
before been heard of might be chronicled
in the annals of the Russian Army.

REUTERS TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL."]
(Via Southern Route.)

THE WAR.

LONDON, 14th September, 1877.

According to a Russian official despatch,
a general assault was made on the Turkish
positions at Plevna on the 11th instant.

After desperate fighting the Russians
succeeded in capturing four redoubts.

The Russian loss includes three Generals;
5,000 men are reported wounded; the
number of killed is unknown.

LONDON, 15th September, 1877.

Chief Inspector Clarke has been arrested
for complicity in turf frauds.

THE WAR.

According to unofficial Turkish accounts,
Mehemet Pasha's troops are marching
against the Russian positions at Jantza,
and the Russian troops are falling back.

LOCAL AND GENERAL.

THE M. M. str. Volga has gone to Aberdeen
Dock.

THE Geelong, with the outward Mail, was
expected to leave Singapore for this port, on
Saturday afternoon last, the 15th instant.

H. M. S. Moorhen left this to-day for the
North. We understand she will relieve the
Fly, which comes down to pay off.

THE Royal Artillery Dramatic Club gave
their second performance at the Garrison
Theatre on Saturday evening. The house
was as full as it could hold.

WANT of time necessitates our considerably
curtailing the latter part of this Excellency's
Speech at the Council Meeting this after-
noon, but we shall give the full text of the
remarks now condensed to-morrow.

By some unaccountable mistake, the po-
sitions of two Portuguese litigants before the
Magistrate last Saturday were wrongly
placed (they follow). The supplies

ant should have been Leonildi Cordeiro, and
the defendant Theodosia Rodrigues. The
same mistake, we observe, was committed
by our contemporary.

We note the arrival of the str. Glenartney,
Captain Gulland, after a very rapid passage
of rather less than 39 days from London,
including stoppages of two days in the Canal
and two days in Singapore. She anchored
at Green Island at 11 p.m. on Saturday, and
came into harbour on Sunday morning.

Captain Gulland has gained a most enviable
reputation as the man who, through almost
overwhelming exertion, succeeded in saving
the passengers and crew of the ill-fated
steamer Meikong. A letter of his in another
column refers in a graceful manner to that
disaster.

This Band of the 28th Regiment will per-
form the following programme to-morrow
evening, commencing at 8.30 p.m.:—

Overture,.....Pot and Peasant,.....Suppe-
Selection,.....H. Barbere,.....Reclat,
Valse,.....D'Almeida,.....Lachur,
Duetto,.....Scottish Air,.....Burst
Selection,.....Fochunters,.....Marriot

We are glad to note, at the request of the
Band President of H. M.'s 28th Regiment,
that the Regimental Band will, weather
permitting, perform in the Public Gardens
on Wednesday next (19th inst.) and Wed-
nesday week (26th), commencing on each
occasion at 9 p.m. This is good news, and
to have a couple of pleasant evenings in
prospect of course enhances the pleasure,
and increases the obligation of the public
to the Officers of the Regiment in Garrison.

THE M. M. str. Volga put in an appearance
shortly after 8 o'clock on Saturday evening.

The cause of detention was, as we surmised,
a slight mishap in the engine-room. She
left Yokohama on the 7th September, and
the following day, when in the neighbour-
hood of Van Diemen's Straits, experienced

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF TOKYO will be despatched for San Francisco, via Yokohama, on THURSDAY, the 20th instant, 1877, at 12 o'clock Noon, taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bussan Kaisha Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., 19th instant. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co., Agents.

Hongkong, September 13, 1877. se20



STEAM FOR

Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton, and London.

Also, Bombay, Madras, Calcutta, and Australia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship LOMBARDY, Captain Hall, will leave this on SATURDAY, the 22nd September, at Noon.

For further Particulars, apply to A. LIND, Superintendent.

Hongkong, September 10, 1877. se22

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,

IN CONNECTION WITH THE CENTRAL

and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

AND ATLANTIC STEAMERS.

THE S. S. "GAELIC" will be despatched for San Francisco via Yokohama, on MONDAY, the 1st October, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 30th instant. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight of Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, September 10, 1877. oc1

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued DAILY instead of WEEKLY as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the CHINA MAIL. The unusual success which has attended the Chinese Mail makes it an admirable medium for advertisement.

The Conductors guarantee an essential circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address

Mr. CHUN YIN, Manager.

China Mail Office, 17th February, 1874.

Insurances.

HAMBURG-MAGDEBURG FIRE INSURANCE CO. OF HAMBURG.

THIS Company is now Prepared to Issue Policies against LOSS or DAMAGE by FIRE at Current Rates. Every Risk taken by this Company is participated in by Three of the largest German Fire Insurance Companies, representing an aggregate Capital and Surplus of over SIXTY MILLION MARKS, equal to FIFTY MILLION DOLLARS, thus enabling this Company to accept large lines.

SANDER & Co., Agents.

Hongkong, June 23, 1877. se26

THE NORTH-CHINA INSURANCE CO.

SUBSCRIBED CAPITAL—Taels Two Million, in 1,000 shares of Taels 2,000 each. PAID UP CAPITAL—Taels Six Hundred Thousand, or Taels 600 per share.

PROVISIONAL COMMITTEE.

F. H. BELL, Esq. (Messrs. Adamson, Bell & Co.) M. S. GURDAY, Esq. (Messrs. David Sassoon, Sons & Co.)

JAMES HART, Esq. (Messrs. Turner & Co.) E. H. LAYERS, Esq. (Messrs. Gilman & Co.) HUGH SUTHERLAND, Esq. (Messrs. John Forster & Co.)

A. G. WOOD, Esq. (Messrs. Gibb, Livingstone & Co.)

HEAD OFFICE—SHANGHAI. Secretary—HERBERT S. MORRIS, Esq.

BANKERS.

HONGKONG & SHANGHAI BANKING CORPORATION.

BRANCHES.

LONDON (25, Cornhill, E.C.), HONGKONG, YOKOHAMA.

AGENCIES.

At the principal ports in the East and Australian Colonies.

THE Company will be constituted on the 1st January, 1878, as a permanent Marine Insurance Company, to carry on the business (established in 1863) of the NORTH CHINA INSURANCE COMPANY, 1875-1877.

A Reserve Fund will be formed of Taels 400,000, by setting aside a portion of the profits at such times and in such sums as the Shareholders shall decide.

The net profits of the Company for each year will be divided amongst the Shareholders, in the following manner:—One-third over the Share, a portion thereof being set aside for the formation of a Reserve Fund as above stated.

Two-thirds as a return to Contributors (being Shareholders), in proportion to the Premiums paid or influenced by them.

A revision of the Share List will take place at the end of every three years, and for this purpose power will be given to the Directors by the Deed of Settlement to withdraw at the before-mentioned periods all or any of the Shares held by Shareholders who have not contributed Premium or whose contributions during the preceding three years have not been in proportion to the number of Shares held.

Shareholders retiring from the Company in pursuance of the above regulation, will be notified at least three months prior to the date fixed for any such revision of the Share List, and will have the option of disposing of their Shares in either of the following ways:—

They will be at liberty at any time after receipt of notice of withdrawal, and prior to the date of revision, to sell their Shares to any person approved by the Company and accepted as the transferee; or

Upon surrendering their scrip certificate for cancellation at the time of such revision, and pursuant to notice, will receive a return of the Capital paid up thereon; and so soon after as the financial position of the Company up to the date of the revision can be ascertained and the accounts adjusted, they shall also receive a pro-rata share of the Reserve Fund, if any accumulated, together with such proportion of the unappropriated profits as may be found due to them.

NOTICE IS HEREBY GIVEN, that Applications for Shares in the undermentioned form will be received at the offices of the Company, from residents in China and Japan, until the 30th September; from London and distant ports until 31st October next.

FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the NORTH-CHINA INSURANCE COMPANY.

Gentlemen,

I hereby request that you will allot to me..... Shares in the above Company, and..... agree to accept such Shares, or any less number you may allot to.....; and..... agree to pay the first call of Tls. 600 per Share, and all subsequent calls, and to subscribe the Deed of Settlement when required to do so.

Gentlemen,

Your obedient servant,

Forms of application for Shares can be obtained at the Head-office, or by application to the Agents of the Company.

Shanghai, June 18, 1877. oc1

SHEONG ON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors.

KWOK ACHONG, Merchant.

PANG YIM, Merchant.

HO SAK, of Hop Yik Chan, Merchant.

LEE YEE, of the Yee On Hong, Merchant.

LEE SING, of Lai Bing Firm, Merchant.

CHANG SING YONG, Merchant.

CHOW CHAN, Merchant.

Manager—HO AMEL.

POLICIES against FIRE granted on Buildings and on Goods stored therein at CURRENT RATES, subject to Discount of 20% on the Premium.

OFFICE, 43, Bonham Strand.

Hongkong, August 28, 1877. se23

Insurances.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE, Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored thereon, on Goods in Warehouses, on Goods on Board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARBURG & Co. Agents Hongkong & Canton.

Hongkong, January 4, 1897.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOERS & Co., Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World.

In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.

THE Underigned are prepared to grant Policies against FIRE to the extent of \$45,000 on Buildings, or on Goods stored thereon, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co., Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Underigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of \$10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF

His Majesty King George The First, A. D. 1720.

THE Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 26, 1872.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Underigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of \$10,000 on any one first class risk, or to the extent of \$15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.

Hongkong, January 8, 1876.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1868.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Shipping or midway between each shore are marked G., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Novelty Iron Works. 3. From Novelty Iron Works to the Harbour Master's Office. 4. From Harbour Master's Office to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Poddar's Wharf. 6. From Poddar's Wharf to the Naval Yard. 7. From Naval Yard to the Pier. 8. From Pier to East Point.

Vessel's Name.	Line.	Captain.	Flag and Eng.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Bellona	4	A. Ahrens	Ger. str.	789	Sept. 12	Wm. Pustau & Co.	Saloon	
Bombay	5	S. Smith	Brit. str.	740	Sept. 12	G. & O. S. N. Co.	Yokohama	Mails
Chinling	5	H. Orr	Brit. str.	793	Sept. 12	Gibb, Livingston & Co.	Australian Ports	
City of Tokio	4	Maury	Amer. str.	5079	Sept. 12	M. M. S. Co.	Yokohama & S. F. & O.	Mails, 20th
Douglas	1	Pittman	Brit. str.	864	Sept. 12	Douglas Lapraik & Co.	Cost Ports	K'long Dock
Fame	6	Stöpan	Brit. str.	117	E. K. & W. P. & Co.	Saloon	
Fernotower	3	Bargen	Brit. str.	700	Sept. 12	Ohiness	Shanghai	19th, daylight
Flintshire	4	Thomashe	Brit. str.	1243	Sept. 13	A. McE. Heaton	Shanghai	To-morrow
Glenartney	5	Gulland	Brit. str.	1371	Sept. 13	Jardine, Matheson & Co.	Shanghai	21st, daylight
Golden Horn	4	Alton	Brit. str.	1023	Sept. 8	Wm. Pustau & Co.	Swatow	To-day
Lee Yuen	4	Tisdall	Chl. str.	734	Sept. 10	O. M. S. N. Co.	Yokohama & Higo	To-day
Norma	2	Walker	Brit. str.	608	Sept. 13	Kwok Achong	Yokohama	K'long Dock
Strathairly	5	Cassap	Brit. str.	1236	Sept. 13	Gibb, Livingston & Co.	Yokohama	Cost'an Dock
Volga	...	Rolland	Foh. str.	1003	Sept. 4	Messageries Maritimes	Cost Ports	To-morrow
W. Cores de Vries	6	S. Ashton	Brit. str.	334	June	G. McEain		
Yesso	4	S. Ashton	Brit. str.	553	Sept. 11	Douglas Lapraik & Co.		
Zamboanga	4	Aranguren	Span. str.	651	Sept. 11	Ah. Yon		
Sailing Vessels								
Aberlady	...	Nicoll	Brit. bge.	735	Aug. 5	Vogel, Hagedorn & Co.	New York	K'long Dock
Alphington	8	Cunningham	Brit. bge.	326	Sept. 6	Wielor & Co.		
Alva	3	Souza	Port. bge.	631	Aug. 30	Brandao & Co.		
Anad	3	Hill	Brit. bge.	468	Aug. 7	Adamson, Bell & Co.	London	
Antipodes	4	Wyeth	Brit. bge.	592	Aug. 8	Arnhold, Karberg & Co.		
Assens	4	Vandel	Dan. bge.	256	Sept. 7	Eduard Schellhass & Co.		
Augusta	1	Thomson	Brit. 3m. so.	210	Aug. 10	Meyer & Co.	Cape Town	
Banlan	1	Grandin	Brit. str.	760	Sept. 4	Meyer & Co.		
Beethoven	4	Haje	Ger. bge.	340	Sept. 15	Melchers & Co.	Newchwang	
Ceres	3	Specht	Ger. bge.	421	Sept. 4	Wm. Pustau & Co.	Newchwang	
Chamron Kamrye	2	Miller	Slam. bge.	490	Sept. 4	Ohiness		
Charité	4	Place	Foh. bge.	256	Sept. 4	Carlowitz & Co.		
Charlotte Andrews	2	Ulrich	Slam. bge.	356	Sept. 5	Rozario & Co.	Haiphong	
Charron Wattana	2	Ulrich	Slam. bge.	356	Sept. 5	Rozario & Co.		
Cheng Soon	2	Cheng Sang	Slam. sch.	656	Aug. 12	Ohiness		
Chili	4	Veal	Slam. sch.	200	April 30	Ohiness		
Christiana A. P.	4	Capra	Nic. 3 m. so.	445	July 30	Gibb, Livingston & Co.		
Criticism	8	Lull	Amer. str.	300	July 29	Remedios & Co.		
Darna	1	Cameron	Brit. str.	1546	Sept. 1	Hermansen & Co.		
Emma	1	Gran	Ger. bge.	999	Sept. 14	Jardine, Matheson & Co.		
Kudoxie Adolphine	7	Martin	Foh. bg.	338	Aug. 5	Wm. Pustau & Co.	Amoy	Cost'an Dock
Galata	4	Jaeger	Ger. str.	254	Sept. 15	Carlowitz & Co.		
Geo. Cronshaw	8	Iwing	Brit. bge.	1286	July 20	Vogel, Hagedorn & Co.	San Francisco	
Georgia	8	Romney	Brit. bge.	658	July 21	Vogel, Hagedorn & Co.	London	
Glamorganshire	4	McEachum	Brit. bge.	815	Sept. 4	Wm. Pustau & Co.		
Glenfruin	2	Lang	Brit. bge.	456	July 17	H. Kier & Co.		
Gold Hunter	2	Freeman	Amer. str.	472	Sept. 5	Wm. Pustau & Co.		
Golden Spur	2	Farrel	Brit. str.	1200	July 5	Russell & Co.	New York	
Gramere	2	Haatings	Brit. bge.	656	Sept. 13	Meyer & Co.		
Great Admiral	3	Thompson	Amer. str.	698	July 1	Vogel, Hagedorn & Co.	New York	
Gustav	3	Kaben	Ger. bge.	1073	Aug. 19	Captain		
H. S. Sandford	3	Sheper	Amer. str.	656	Aug. 29	Captain	Newchwang	
Harbinger	3	Johnson	Amer. str.	1195	Aug. 27	Order		
Ionian	3	Clave	Brit. str.	1508	July 27	Jardine, Matheson & Co.		
Isles of the South	3	Dennett	Brit. str.	875	Sept. 4	Wm. Pustau & Co.		
Jacobi	3	Hohmann	Ger. bge.	320	July 5	Arnhold, Karberg & Co.		
James Shepherd	7	McEadner	Brit. bge.	417	Aug. 21	Blemssen & Co.	Newchwang	Cloward Pier
Jan Peter	3	Ewert	Ger. bge.	349	Aug. 20	Meyer & Co.		
Johanne	4	Bunje	Ger. str.	336	Sept. 4	Blemssen & Co.		
Jubilee	3	Harris	Brit. str.	752	July 6	Vogel, Hagedorn & Co.	New York	
Jylland	4	Laub	Den. bg.	765	July 11	Vogel, Hagedorn & Co.	San Francisco	
Kate Waters	4	Giese	Den. bg.	267	Sept. 13	Eduard Schellhass & Co.	Tientsin	
Kim Soon Host	2	Kent	Sia. 3m. so.	580	Aug. 19	Rozario & Co.	Newchwang	
Kim Yung Tye	2	Kotoed	Slam. bge.	190	Sept. 2	Ohiness		
Loftner	2	Kotoed	Slam. bge.	320	Aug. 13	Tack Mee		
Lord Macaulay	3	Monkman	Brit. bge.	45	Aug. 13	Insurance Cos.		
Louisa	3	Scherloch	Brit. bge.	847	July 1	Vogel, Hagedorn & Co.	Hamburg	
Lucie	3	Kludt	Ger. 3m. so.	245	Sept. 7	Eduard Schellhass & Co.		
Maid Marian	3	Foreest	Brit. bge.	432	Sept. 4	Tack Mee		
Malvina	8	Kluuge	Ger. bge.	496	July 31	Arnhold, Karberg & Co.	Nagasaki	
May Queen	4	Price	Brit. bge.	472	Aug. 8	Wielor & Co.		
Mers	...	Robertson	Brit. bge.	629	July 17	Arnhold, Karberg & Co.		
Nimrod	3	Clark	Brit. bge.	695	July 30	Gibb, Livingston & Co.		
Northampton	8	Clare	Brit. str.	1161	Aug. 80	Captain		
Osaka	3	Lowe	Brit. bge.	1029	Sept. 6	Gilman & Co.		
Peruvian	2	Berry	Brit. str.	560	Sept. 8	Meyer & Co.		
Quikstep	4	Barnaby	Amer. bge.	826	July 27	Russell & Co.		
Rosina	4	Amer. 3m. so.	406	Feb. 28	Arnhold, Karberg & Co.		
Rotterdam	4	Dik	Dut. bge.	760	Aug. 31	Melchers & Co.		
St. Anne	4	Francois	Foh. bg.	286	Sept. 2	Carlowitz & Co.		
Seamur's Bride	2	Andreassen	Slam. bge.	314	Aug. 12	Ohiness		
Starlight	1	Wachtelbrunner	Slam. bg.	239	Sept. 11	Ohiness		
Star Queen	4	MacKintosh	Brit. bge.	769	Aug. 13	Eduard Schellhass & Co.		
Sunsham	3	Clough	Amer. str.	1030	Sept. 5	Order	Newchwang	
Sydenham	4	Miller	Brit. str.	1068	Sept. 11	Messageries Maritimes		
Theresa Behn	3	Steffens	Ger. bge.	455	Sept. 4	Blemssen & Co.		
Thomas Fletcher	6	Pendleton	Amer. bge.	1229	Aug. 18	Wm. Pustau & Co.	Newchwang	
Titan	3	Berry	Amer. str.	680	Sept. 17	Messageries Maritimes	London	
Twilight	4	Delaney	Brit. str.	289	July 23	Jardine, Matheson & Co.	Singapore	
Viscount Maddoff	3	Wright	Brit. 3m. so.	424	Aug. 28	Borneo Co., Limited		
William Cobb	4	Brady	Amer. 3m. so.	424	July 80	Olyphant & Co.	New York	
Winlow	4	Barker	Brit. bge.	455	Aug. 11	Rozario & Co.	Malbourne & Sydney	
Woodville	4	Nielsen	Brit. bge.	714	Sept. 5	Wm. Pustau & Co.		